

[illegible]

formation upon naval matters. They were met by Captain Tracy, R.N., and the British Consul, Sir John D. A. British Government, and by Captain Childs, the Japanese Naval Attaché. The Mayor of Liverpool (Sir Radcliffe) called upon General Sarsfield the North-Western Hotel, and on the party in the State carriages to the ship. They there embarked upon a Duck tender and had a cruise upon the river. They then called at the residence of Lord Brothers and saw the *Leander*, a patrol boat, which is approaching completion for the Indian Government, and the boat *Rattlesnake*. They were afterwards entertained at lunch at the Town Hall in the afternoon visiting the Exhibition the 14th, after a visit to the Art and other local institutions, and

Hamburg, Sept. 14.—The steamship *Albrecht*, from Hamburg via Bordobay, China, which went ashore in the Straits of Gibraltar, has been taken to Cadiz, where she is to be repaired temporarily, while she is to go to an English dock for permanent repairs. The trade on the line has shown a decided improvement this week. Our communication with the Far East includes the following:

Agency lately
sailed with
and re-

Merionethshire, s.s., Williams, from
Muscio, Schiaffino, from Bangkok
Lothian, Ross, from Bassem; *Ip*
s.s., Ahrens, from Japan. The
departure is the *Electra*, s.s., Made
Japan. The vessels on the berth
Luna (iron), for Rangoon; *Iphigenia*,
Lydia, s.s.; and *Cassandra*, s.s.

of the Kingpin Line, for their usual
to leave respectively Sept. 30, Oct.
Nov. 10. *Merionethshire*, a.s., f
pore, Hong Kong, and Japan;
Schweig, a.s. (Subventioned Line
Singapore, &c., up to Japan, to le
inst.

Exchange.
Hongkong, October 19.

On London—
Bank, Wire, 3/4
" On demand, 3/4
" 30 days' sight, 3/4

NDOLPH-
ph Church
ously ex-
which he
remoting
is Lord-
former.

" 4 months' sight, ... 3/
Credits, 4 " ... 3/
Documentary, 4 months' sight, 3/
On Paris—
On demand,
Credits, 4 months' sight, ..
On New York—
On demand,

Liberty.	On demand,
dom and	Credits, 60 days' sight,
mary and	On Bombay—	
s are assum-	Wire,
ing the	On demand,
	On Calcutta—	
intentional	Wire,
	On demand,

On Shanghai.—	
On demand,	
30 days' sight,	
Gold Leaf, 100 fine	\$
Sovereigns,	\$

CHINA COAST METEOROLOGICAL

ar. This essential	REGISTER.					
	OCTOBER 18.—AT 4 P.M.					
RUSSIAN	Station.	Unfettered to sea level and 50 Fm.	Temperature	Humidity.	Wind.	
We replied supply with					Direction.	Force

Manila....	29.88	81	76	ENE	1
Haiphong....	20.82	84	—	NE	—
Hongkong.....	29.93	79	78	E	3
Amoy.....	30.02	81	74	SE	3
Foohow.....	—	—	—	—	—
Shanghai.....	30.01	73	88	WNW	—

PROTEST		OCTOBER 10.—AT 10 A.M.	
Nagasaki..	29.77	—	SE 3
Wl'oatock..	29.82	52	ESE 2
Rolinsao...	29.92	82	— ESE 3
Haiphong..	29.90	84	— NE —
Hongkong	30.06	81	73 ESE 1
Amoy.....	30.05	77	82 NE 1

present,	Foochow..	—	—	—	—
is shouted	Shanghai..	30.03	71	92	ENE
and much	Nagasaki..	30.07	—	—	0
ever, he	WFOstock.	29.84	53	95	N 1

The barometer has risen in To not elsewhere, and gradients moderate for N.E. winds. The

W. DOBERCKE
Government Astronomer
Hongkong Observatory, October 1
1. BAROMETRICAL, reduced to 32 degrees
Fahrenheit, and to the level of the sea in London.

Station on
page from

and hundredths.

2. TEMPERATURE, in the shade
Fahrenheit.

3. HUMIDITY, in percentage of sat-
urated humidity of air saturated with mois-
ture.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to

Scale.

6. STATE OF WEATHER. *b* blue
tschel clouds, *d* drizzling, rain, *f* fog,
hbat, *l* lightning, *o* overcast, *p* passing,
r equally, *r* rain, *s* snow, *t* thunder,
w dew (wet).

7. RAIN, in inches, tenths and hundredths.

**SUN AND TIDE TABLE
HONGKONG.**
(From *The Hongkong Almanac*.)
OCTOBER.

High Water.			
Day of	Moon.	At.	Rises
1	1	11.15	11.15
2	2	11.15	11.15
3	3	11.15	11.15
4	4	11.15	11.15
5	5	11.15	11.15
6	6	11.15	11.15
7	7	11.15	11.15
8	8	11.15	11.15
9	9	11.15	11.15
10	10	11.15	11.15
11	11	11.15	11.15
12	12	11.15	11.15
13	13	11.15	11.15
14	14	11.15	11.15
15	15	11.15	11.15
16	16	11.15	11.15
17	17	11.15	11.15
18	18	11.15	11.15
19	19	11.15	11.15
20	20	11.15	11.15
21	21	11.15	11.15
22	22	11.15	11.15
23	23	11.15	11.15
24	24	11.15	11.15
25	25	11.15	11.15
26	26	11.15	11.15
27	27	11.15	11.15
28	28	11.15	11.15
29	29	11.15	11.15
30	30	11.15	11.15
31	31	11.15	11.15

beginning	Month.	H. M.	H. M.	H. M.
20	0.22	4.6	6.0	
21	1.17	5.34	6.0	
22	2.89	6.25	6.1	
23	4.40	6.69	6.1	
24	6.8	7.32	6.2	
25	7.17	8.5	6.2	

High water at Whampoa :
mins. later than at Hongkong.
Barrier : 8 hrs. 15 mins. ;
Flats : 3 hrs. 30 mins. ; at
3 hrs. 45 mins.
Moon.—Last Quarter, 20d.
afternoon.

Number of hauls	<i>P. setiferus</i> (%)	<i>P. setiferus</i> + <i>P. setiferus</i> + <i>P. setiferus</i> (%)
1	100	0
2	80	20
3	60	40
4	40	60
5	20	80
6	10	90
7	10	90
8	10	90
9	10	90
10	10	90

to the effect that he had abandoned this idea, and would remain at his villa near Marseilles, while-to-day we learn that he is on route for Saigon, his intention being to visit the Emperor, and to desire to obtain English mail advices for the sufferer.

Latest Mail Advices—Yokohama, Aug. 3; Shanghai, July 31; Poochow, Aug. 1; Hongkong, Aug. 5. The French mail, *via* Marseilles, ex Messageries, was received on the 10th inst., from China and the Straits Settlements, was delivered in London on the 8th inst., five days in advance of its due date. The Japan advices were received on the 6th inst., *via* San Francisco. The next inward mail, ex Peking, was received on the 10th inst., and the Hong Kong, 12th, Singapore, 20th August, was despatched from Brindisi on the 10th inst., at seven a.m., two days early. The Messageries Maritimes steamer *Molboeur*, with the following French mail from Shanghai, Aug. 4, left Port Said on

steamer *Aconita*, which arrived at Liverpool on the 12th inst. from New York, were General Consul Saigo, Minister of Marine of Japan, and his staff of seven naval officers, who had been despatched to receive the British Government's new ironclad, in addition to Great Britain, for the purpose of inspecting the dockyards and acquiring information upon naval matters. The party were met by Captain Tracy, R.N., C.B. The latter had the honour to receive the British officers, and the Captain of the *Britia*, the Japanese Naval Attaché. On the 13th the Mayor of Liverpool (Sir David Radcliffe) called upon General Saigo, at the North-Western Hotel, and conducted the party to the docks. They were afterwards entertained at lunch at the Town Hall, and in the afternoon visited the Exhibition. On the 14th, after a visit to the Art Gallery and other local institutions, under the escort of the Mayor, General Saigo and his staff proceeded to London.

Hamburg, Sept. 14.—The steamship *Prinz Albrecht*, from Hamburg via Bordeaux to China, which went ashore in the Straits of Gibraltar, has been taken to Cadiz, where she is to remain for some time, as the vessel which she is to go to an English port for permanent repairs. The trade on the riverports has shown a decided improvement during the week. Our communication with the Continent is thus unimpeded.

Mercantile, s.s. *William*, from Bangkok; *Musico*, Schiaffino, from Bangkok; *East Lothian*, Ross, from Basen; *Impetuous*, s.s. Ahrens, from Japan. The only departure is the *Electra*, s.s. Madson, for Japan, on the 15th inst. The *Prinz Albrecht* (Japan) from Harbin, *Irishia*, s.s.

of the Kingpin Line, for their usual route to leave respectively Sept. 30, Oct. 20, and Nov. 10. Merionethshire, s.s., for Singapore, Hong Kong, and Japan; Braunschweig, s.s. (Subventioned Liner), for Singapore, &c., up to Japan, to leave 19th inst.

Exchange.
—Hongkong, October 10.
On London—

"	On demand,	3/28
"	30 days' sight,	3/28
"	4 months' sight,	3/24
Credits, 4 "	"	3/3
Documentary, 4 months' sight,		3/3½
On Paris—		
"	On demand,	4.04
"	Credits, 4 months' sight,	4.13
On New York—		
"	On demand,	77½
"	Credits, 60 days' sight,	79
On Bombay—		

On demand,	222
On Calcutta—	
Wrs,	221½
On demand,	222
On Shanghai.—	
On demand,	718
30 days' sight,	728
Gold Lrs, 100 fine	\$32.10
Sovereigns,	\$6.12

CHINA COAST METEOROLOGICAL

OCTOBER 18. — AT 4 P.M.									
Station.	Barometer to sea level and 32° F.	Temperature	Humidity.	Wind. Direction.	Force	Weather.	Rain during the day.		
Manila.....	29.88	81	76	SSE	1	c	0.		
Haiphong.....	29.82	84	—	NE	—	b	0.		
Hongkong.....	29.93	79	78	E	3	c	0.		
Amoy.....	30.02	81	74	SE	3	c	0.		

Shanghai..	30.01	73	88	WNW	—	c	—
Nagasaki..	29.77	—	—	SE	3	—	1
Wakasaiki..	29.82	59	—	ENE	2	f	—
OCTOBER 10.—AT 10 A.M.							
Bolinaso..	29.94	82	—	ENE	3	b	—
Haiphong..	29.90	84	—	NE	—	—	—
Hongkong	30.06	81	73	ENE	1	a	—
Amoy.....	30.07	77	82	NE	1	c	—
Foochow..	—	—	—	—	—	—	—
Shanghai..	30.03	71	92	ENE	—	cp	—
Nagasaki..	30.07	—	—	—	0	—	—

The barometer has risen in Tongkin
not elsewhere, and gradients continue
moderate for N.E. winds. The temper-
ature and humidity are rather high and
weather cloudy.

W. DOBERCK,
Government Astronomer.
Hongkong Observatory, October 18.

1. BAROMETR, reduced to 32 degree Fahr-
nheit, and to the level of the sea in inches, tenths
and hundredths.

3. HUMIDITY, in percentage of saturation, humidity of air saturated with moisture be 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER. *a* blue sky, *b* broken clouds, *c* drizzling, rain, *f* fog, *g* gloom, *h* hat, *i* lightning, *c* overcast, *p* passing shower, *q* equally, *r* rain, *s* snow, *t* thunder, *v* visible, *w* dew (wet).

7. RAIN, in inches, tenths and hundredths.

SUN AND TIDE TABLE FOR HONGKONG.					
(From <i>The Hongkong Almanack.</i>)					
OCTOBER.					
		HIGH WATER.		SUN.	
Day of Month.	Morn.	After.	Rises.	Set.	
	H. M.	H. M.	H. M.	H. M.	
20	0.22	4.0	6.0	5.3	
21	1.17	5.34	6.0	5.2	
22	2.39	6.25	6.1	5.2	

24	6.8	7.32	6.2	5.2
25	7.17	8.5	6.25	5.3

High water at Whampoa : 2 hrs. mins. later than at Hongkong ; at Barrier : 8 hrs. 15 mins. ; at the Flats : 3 hrs. 30 mins. ; at Sham Shui Po : 3 hrs. 45 mins.

Moon.—Last Quarter, 20d. 10h. 1 afternoon.

BRITAIN'S POLICY IN AFGHANISTAN.

(From the "Pioneer.")

One hears a good deal from time to time of the folly and even danger of subsidizing the Amir of Kabul and of illing Afghanistan with arms and ammunition heretofore to be used against our own soldiers. There is, it must be admitted, something in the argument, emphasized as it is by reference to Sher Ali and the events which culminated in the Afghan war of 1878-80; but those who urge most strongly always fail to suggest any other line of policy which would have even more serious drawbacks. Let Afghanistan stay in its own juice and trust in our strong natural frontier. It is one suggestion; but with the Russians actually within striking distance of Herat and steadily maturing their plans for a further move southwards this plan is absolutely untenable. It would mean that Afghanistan would be absorbed into the Asiatic Empire of the East in a very few years, and the whole available fighting population would be lured by promises of plunder to join with the Cossack host in the invasion of India. It may be urged that the Russians would exhaust themselves in the conquest of Afghanistan and would be unequal to a further advance; but their rapid progress eastwards from the Amu and Caspian Seas shows that they well understand how to conquer Asiatic races with little or no loss to themselves. The maxim of Skobeleff, "kill every one in sight or in flight; but no bloodshed afterwards," is one which every Russian soldier and soldier-boss has learned to his advantage; and if it be noted up to the subjugation of even such a warlike race as that holding Afghanistan would not be difficult of achievement. Skobeleff slew men, women, and children indiscriminately at Gork Tepe during the attack and pursuit, and took for every the power of the Akhal Poles. There has scarcely been a shot fired since between the Russian and the Afghan. The terror thus inspired led the Merv elders to submit voluntarily almost immediately; they had learned of their prowess and of the invincible position of the "Queen of the World," but they were panic-stricken after the massacre of Gork Tepe and hastened to save themselves while there was yet time. As in the past with the Turkmans so it would be in the future with the Afghans, that is, if the Afghans were left to stand alone and were not backed by a British Army and encouraged to resist in Asia while Russia's power was being broken elsewhere. The Russians, for instance, would storm Herat if the garrison did not evacuate the place, and again after their victory by a massacre so bloody that it would appeal all Afghanistan. Thereafter there would never be found an Afghan force that would consent to being shut up in a fortress. Were the Afghans to take to guerrilla warfare the Russians would adopt the tactics of burning villages here and there while waiting all but those actually found in arms they would repeat the awful example which MacGillivray saw in Russian Turkistan, devastate whole tracts of country, and kill of whole tribes even to the old men, the women, and the children. Thus it must be admitted that the policy of leaving the Afghans to new in their own juice would mean facilitating the occupation of the country by Russia. The British Government in what it is now doing is not merely subsidizing the Amir, but convincing the Afghan people themselves of our honest desire to see them independent, and our equally honest intention to aid them in repelling all aggression from the North. There may be an element of selfishness in fact there is a very great element of the safety of India has to be provided for at all costs; but all that said, the best policy for Afghanistan is by no means small. She can rest assured that the old invasions of 1878-80 are not likely to be repeated in any new invasion from India will be an ally and not an enemy, and old feuds will be forgotten in the face of a common foe. We have been led to make these remarks not from any fresh development of the Central Asian Question, nor from any specific act done by the Amir; but because information gathered in every part of Afghanistan, from the Khyber to Kandahar, from Herat to Kabul, shows a new feeling springing among the people themselves and particularly among the more powerful tribal leaders. This feeling is one of openly avowed friendship towards the English and a belief in our honesty of purpose, even though Russia may have more success in the Boundary business. The old bitter hatred has died out, and so has much of the distrust engendered by Sir Peter Lumsden's blunders in the Murghab Valley, though there are certain Afghan officials who seem to have accepted Russian gold and to be bent upon deceiving the English in every way. It is to be hoped that the friendly feeling among the people themselves will grow steadily and become a new factor, certainly an important one, in our calculations of the future of Central Asia. It should be fostered and encouraged in every way, at the same time that the Amir's sovereign rights are studiously respected; and then, when the time of troubles comes, whether by the death of Abdur Rahman or by war with Russia, we shall not find a war people in arms to a man against us, as they have been in years gone by.

Intimations.

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY, 1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE LONDON BRATED WATER, 1, DUDDELL STREET.

Continue to Supply:
SODA WATER, LEMONADE, GINGERBEER, RASPBERRYADE, &c., &c., &c.
At the same Moderate Charges.
Hongkong, June 9, 1885. 357

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BEAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon and Land, Re-shipping, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Goods Godowns at Cheap Rates. Also CARGO in specially constructed Sheds. For the convenience of Commanders and Storekeepers the Company's Launch Hongkong will convey to and from those interested FREE OF CHARGE, starting from the Peddar's Wharf every night from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Peddar's Wharf, Hongkong, February 17, 1886. 331

CHAS. J. GAUPP & Co., Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOYAGERS' COMPASSES, BINOCULARS AND TELESCOPES, RICHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS, English Silver & Electro-Plated Ware, Christies & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS AND DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMER should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found necessary, Communication with the Under-Sign'd is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, August 25, 1885. 1458

DENTISTRY. FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY ARTICLED APPRENTICE AND LATER ASSISTANT TO DR. ROGERS), AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.
CONSULTATION FREE.

Discount to missionaries and families. Sole Address, 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885. 66

SAILOR'S HOME. ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1873.

INSURANCES. STANDARD LIFE OFFICE.

NEW ASSURANCES.
FROM 1850 to 1855... £2,492,088.
" 1855 to 1860... " 2,815,455.
" 1860 to 1865... " 2,834,365.
" 1865 to 1870... " 5,713,812.
" 1870 to 1875... " 6,048,364.
" 1875 to 1880... " 6,193,185.
Since 1880 there is a still further increase.

The Total existing Assurances exceed £21,000,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS.

PREMIUMS IN CHINA EXCEPTIONALLY MODERATE. For full Particulars, apply to THE BORNEO COMPANY, LIMITED, Agents, Hongkong, June 1, 1885. 1076

THE JAVA SEA & FIRE INSURANCE COMPANY OF BATAVIA.

THE MANNHEIM INSURANCE COMPANY, Ltd., of MANNHEIM.

THE FORTUNA ALLG. VERSICHERUNGSGESellschaft, BERLIN.

THE FEDERAL MARINE INSURANCE COMPANY, Ltd., IN ZURICH.

THE Under-Signed having been appointed AGENTS for the above Companies are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

ARNHOLD, KARBURG & Co., Hongkong, October, 1885. 1357

NOTICE. QUEEN FIRE INSURANCE COMPANY.

THE Under-Signed are prepared to accept Risks on First Class Godowns at 3 per cent. net premium per annum.

NORTON & Co., Agents, Hongkong, May 19, 1881. 938

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Under-Signed having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either here in London, or at the principal Ports of India, China and Australia.

Life Department.
Policies issued for long or short periods at current rates.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co., Hongkong, July 25, 1872. 490

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE). CAPITAL—TWO MILLIONS STERLING.

THE Under-Signed are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867. 100

THE AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Under-Signed are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents, Hongkong, September 27, 1885. 1848

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Under-Signed, Agents of the above Company, are prepared to insure against FIRE at Current Rates.

GILMAN & Co., Hongkong, January 1, 1882. 14

To Let.

TO BE LET.

FROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the HONGKONG HOTEL'S Main Entrance. On the Ground Floor Two Handicraft Plate-Glass Shop Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy Rooms.

'BREEZY POINT,' ROBINSON ROAD. With Immediate Possession.

GODOWNS at WEST POINT—Large and Small.

Apply to SHARP & Co. 1862

TO LET.

Five-Roomed HOUSE at the Peak, Good TENNIS GROUND attached.

Apply to DENNIS & MOSSOP. Hongkong, January 28, 1885. 192

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, September 28, 1885. 632

TO LET.

FROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Under-Signed.

E. L. WOODIN, Acting Superintendent. Hongkong, August 21, 1885. 1614

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON TUESDAY, the 2nd day of November, 1885, at Daylight, the Company's Steamship NORDENFELD, Capt. REEDER, with MAILED PASSENGERS, SPECIE, and CARGO will leave this port as above.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st November, 1885. (Parcels are not to be sent on board; they must be left at the Agents' Office). Contents and Value of Packages are required.

The Company is prepared to GRANT Policies of Insurance on TREASURE and CARGO shipped by their own Steamers. For further Particulars, apply to MELOCHERS & Co., Agents. Hongkong, October 8, 1884. 1006

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OKRANTIC will be despatched for Yokohama, via Yokohama, on THURSDAY, 21st October, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent. Hongkong, October 2, 1886. 1884



STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLE, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLE, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPICE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship JAVENNA, Captain A. B. DANIELS, with Her Majesty's Mails, will be despatched from this port for LONDON, via BOMBAY AND SUEZ CANAL, on TUESDAY, the 20th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, 10, Abchurch Lane, London, E.C. 4.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desiring to insure their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLE.

K. L. WOODIN, Acting Superintendent. Hongkong, October 15, 1886. 1972

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, on TUESDAY, 2nd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent. Hongkong, October 12, 1886. 1954

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. HYTEL, Ph.D., TORONTO. REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884. 1368

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked 1., near the Kowloon shore 2., and those in the body of the Harbour or midway between each shore are marked 3., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Anchor Capt.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Activa	3	Christianesen	Ger.	str.	398	Oct. 10	Order	
Amphitrite	3	Anderson	Brit.	str.	678	Jan. 31	Russell & Co.	
Antoon	3	Korshog	Ger.	str.	5436	Oct. 18	18A. Hungarian Lloyd S. N. Co.	Bombay, &c. 23rd inst.
Arratoon Apar	5	Mastaviah	Brit.	str.	1392	Oct. 19	Wilder & Co.	To-morrow
Ashington	3	Reynolds	Brit.	str.	809	Oct. 19	David Sassoon, Sons & Co.	Calcutta
Atoll	2	Coulter	Brit.	str.	923	Oct. 19	Siemens & Co.	Shanghai
Bantam	11	Scholtan	Dutch	str.	1434	Oct. 18	Bun Hin Chan	Swatow & Amoy
Chingmoy	5	Pease	Brit.	str.	1166	Oct. 16	Jardine, Matheson & Co.	To-morrow
Chingmoy	5	Pease	Brit.	str.	1166	Oct. 16	Gibb, Livingston & Co.	To-morrow
Cathay	2	Ashtown	Brit.	str.	1884	Oct. 19	P. & O. S. N. Co.	Patent ship
Dafila	3	Mooney	Brit.	str.	662	May 22	Wilder & Co.	23rd inst.
Decima	5	Oestmann	Ger.	str.	965	Oct. 0	Siemens & Co.	To-morrow
Feldien	5	Wyllie	Brit.	str.	609	Oct. 17	Douglas Steamship Co.	Shanghai
Gerda	3	Ericksen	Ger.	str.	340	Oct. 13	Siemens & Co.	Shanghai
Glenorchy	5	Gedde	Brit.	str.	1265	Oct. 18	Jardine, Matheson & Co.	London, &c.
Harle	3	Gedde	Brit.	str.	704	Oct. 18	Wilder & Co.	Touron
Merck	3	Moore	Ger.	str.	339	Oct. 8	A. R. Marty	
Oceanic	5	Thompson	Brit.	str.	2807	Oct. 17	O. & O. S. S. Co.	San Francisco, &c.
Pilot Fish	6	Stoppai	Brit.	tug.	161	June 2	H. K. & W. Dock Co.	21st inst.
Proton	3	Sorensen	Ger.	str.	1150	Oct. 18	Siemens & Co.	
Rathmont	3	Sanderson	Brit.	str.	1397	Oct. 16	Butterfield & Swire	
Saltus	3	Larsen	Fch.	str.	323	Oct. 18	A. R. Marty	
Smith	3	Rohak	Dutch	str.	821	Oct. 9	Siemens & Co.	
Tannian	7	Craig	Brit.	str.	1408	Oct. 17	Russell & Co.	
Tou-man	3	Mardena	Chi.	str.	1262	Oct. 19	O. M. S. N. Co.	
Sailing Vessels								
Annie	3	Kroncke	Ger.	bgo.	424	Aug. 30	Wilder & Co.	
Annie W. Weston	3	Daneen	Amer.	bgo.	793	July 20	Russell & Co.	New York
Antioch	3	Hemingway	Amer.	bgo.	963	Sept. 28	Russell & Co.	New York
Antoinette	3	Bunjo	Brit.	bgo.	884	Sept. 24	Melchers & Co.	
Basito	3	Mathews	Brit.	bgo.	348	Oct. 17	Order	
Benjamin Sewall	6	Ulmer	Amer.	sh.	1362	July 23	Pustan & Co.	New York
Botvid	5	Henderson	Norw.	bgo.	589	Sept. 17	Melchers & Co.	
Chikaya Mara	3	Murry	Jap.	bgo.	442	Oct. 18	Mitsui Bussan Kaisha	
Commo	3	Bennet	Brit.	sh.	1229	July 2	Edmund Schellhaus & Co.	Hamburg
Francis B. Fay	3	Pettigrove	Amer.	bgo.	845	Aug. 4	Pustan & Co.	New York
George Curtis	4	Sproul	Amer.	sh.	1746	Aug. 25	Siemens & Co.	New York
Grande	9	Evans	Amer.	sh.	1254	Aug. 23	Adamsen, Bell & Co.	
Harvester	3	Taylor	Amer.	sh.	1428	Aug. 25	Order	
Hattie E. Tuley	8	Feller	Brit.	bgo.	907	Oct. 8	Adamsen, Bell & Co.	
Hayden Brown	3	Havener	Amer.	bgo.	812	Oct. 7	Order	
Merck	3	Gedde	Brit.	bgo.	704	Oct. 9	Gonsalves & Co.	Honolulu
India	6	Rich	Amer.	sh.	1230	July 2	Carlowitz & Co.	New York
John Trahey	7	Ryan	Ger.	sh.	1147	Sept. 25	Gonsalves & Co.	Portland, Oregon
Livingstone	3	Steffens	Ger.	bgo.	531	Oct. 5	Carlowitz & Co.	Hamburg
O. Smith Plony	11	Florndaf	Norw.	bgo.	653	Oct. 17	Edvard Schellhaus & Co.	
Papa	1	Bentoe	Ger.	bgo.	748	Sept. 24	Carlowitz & Co.	Hamburg, &c.
Ponaboot	3	Eaton	Amer.	bgo.	1006	Sept. 28	Adamsen, Bell & Co.	
Alpha M. Hayward	2	Baxter	Amer.	bgtine.	574	Oct. 1	Arnhold, Karberg & Co.	
Rambaud	3	Pain	Amer.	sh.	1313	Oct. 17	Order	
Revolving Light	6	Durkee	Brit.	sh.	1846	July 17	Carlowitz & Co.	New York, &c.
Ringham	3	Beck	Nor.	bgo.	587	Sept. 27	Edvard Schellhaus & Co.	
Sarah Hignett	8	Morgan	Amer.	sh.	1387	Sept. 24	Edvard Schellhaus & Co.	
Sofid	4	Leato	Sp. 3m.	sh.	525	Sept. 21	Lane, Crawford & Co.	
Spinaway	4	Garrick	Brit.	bgtine.	325	Sept. 25	Siemens & Co.	
Tarapaca	3	Barham	Brit.	bgo.	494	Sept. 28	Captain	
T. F. Oates	2	Cliff	Amer.	sh.	1806	Aug. 15	Russell & Co.	San Francisco
Walla Castle	9	Kennett	Brit.	bgo.	626	Oct. 13	Lane, Crawford & Co.	
Wandering Minstrel	5	Hudson	Brit.	bgtine.	506	April 14	Arnhold, Karberg & Co.	
Wildwood	3	Sawyer	Amer.	sh.	1099	Sept. 5	Captain	
Zeuave	6	Soper	Amer.	sh.	1151	July 2	Arnhold, Karberg & Co.	London, &c.